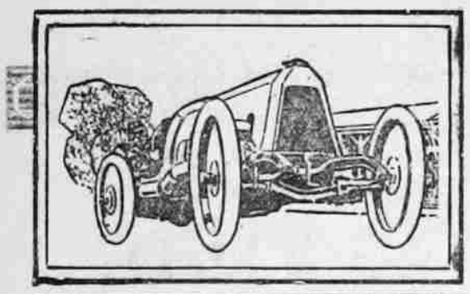
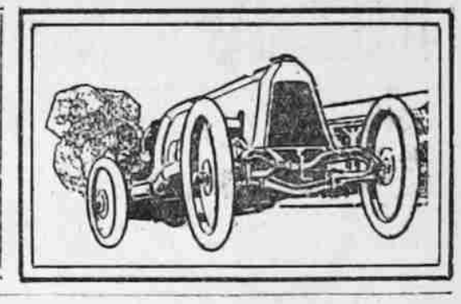


The Ogden Standard-Examiner AUTOMOBILE SECTION



MISUSE CAUSES VERY HOT TIRE

Temperatures Make Heavy Jumps When Strains Are Increased

Here are some sermon facts for drivers who are careless of the results of over-loading automobiles or trucks and underinflation of tires:

An average sized tire, under proper inflation and normal load reaches a temperature of 140 degrees Fahrenheit just under the tread, when run at a speed at 25 miles per hour. On increasing this speed to 35 miles per hour, the driver raises this temperature to 155 degrees.

Now if this same tire is overloaded by 50 per cent, the temperature will reach 160 degrees at 25-mile speed. And it will go to 190 degrees at 35 miles per hour.

Moreover, if this same tire is run under-inflated, at 25 miles per hour the temperature is 150 degrees, and at 35 miles per hour it will rise to 220 degrees.

Both under-inflated and carrying a 50 per cent overload, it will take only 30 minutes for the same tire to reach a temperature of 250 degrees when running at 45 miles an hour.

In solid tires, overloading and increasing speed has the same effect as noted above for pneumatic tires. A temperature as high as 350 degrees has been measured in a solid tire under adverse conditions.

—oo—

TO A TOOTER.

Go, tooter of the raucous horn
Who make your warning hooting,
You yet will rue the luckless morn
When first began your tooting.

When once you've passed beyond the veil
A nook of Hellish riot
Awaits you in a fiendish jail
That never is unquiet.

The aged folk you scared in turn
Will horn in to affright you,
And else your cars the rest will burn
And decent fiends will alight you.

The babes and children, too, will throng
From Heaven down to taunt you
And each a horn will bring along
To harry and to haunt you.

And when at end this earthly shelt
Becomes a cauldron glowing,
Close to your car Young Gabriel
Will start upon his blowing.
—Monte W. Sohn, in Motor Life.

—oo—

The Greek government has purchased from England for 2,000,000 francs the Salonique-Angista-Stavros line, which was built by the British during the war.

SWIFT AIRPLANE IS COMPARED TO THE HIGH SPEED AUTOMOBILE

Advancement of Flying By Night and Day for Commercial Purposes Must Be Made Practical; Navigator's Knowledge Essential.

War flying and commercial flying can be likened to that of automobile driving on a road and around a race track. The tiny, graceful, high-speed plane will be of little or no use in aerial travel. With the possibility of engine failure—which never can be foretold—and the risks of forced landings, a plane with a landing speed of fifty, sixty and seventy miles per hour is of little use for cross-country work.

A passenger plane will, and must, be fool-proof. It will be built on lines similar to those of a steamer or railway trains, for the blase traveler of today demands comfort and safety.

As regards climatic conditions, the air is like the sea. It is influenced, as is the sun, moon, wind and current. Storms come up unexpectedly, and weathering a sudden thunderstorm or a tricky wind commands all the skill and experience that a pilot owns. One mistake at a critical moment, no matter how slight, is liable to crash both plane and pasengers to death far below.

PAID FOR SAVING

The commercial aviator will be paid for what he saves rather than what he makes. He must be able to land his ship in all sorts of conditions, places and times. He must possess high skill. He may break his own neck if he likes, but the public must be safeguarded. A man flying his own machine would need a license, but he would not be subjected to the same restrictions as a man taking the responsibility of flying for the public. Commercial airplanes must be certified for a definite load, and in the air no strap-hangers or overloading will be permitted.

Aside from engine failure, a variety of causes may necessitate a forced landing. The gasoline supply may run out, an important strut of the plane may break off loose in mid-air; worse still, rain, snow or fog may be encountered. Driving a 'plane thru a gray, shadowy fog world, with no landmarks or other guides, is one of the real thrills of flying and calls for all the pilot's skill and knowledge of compass to get the machine safely back to earth.

MUST BE NAVIGATOR

Navigation is, and always will be, a vital factor to the pilot, not alone in fogs, but in flights over the sea and at night. For it will not be many years hence when Kipling's "Night Mail" will become a reality. As many flights will necessarily be made at night, the airman must be an accomplished pilot.

You who have had no chance at flying need not despair, for your day is soon to come. Those war veterans, you must remember, put in a long, grim apprenticeship over Flanders' fields and they had all honorably won the laurels that Uncle Sam's aerial training has brought them. They are the pioneers in peace, of a profession which will soon be one of the greatest in the world. Flying will progress with them. Five years from now there will be thousands of trained aviators in the field, but these will all have been trained by these selfsame pioneers.

The life of the commercial airman will be a pleasant one. What fellow with any heart for adventure and with red blood in his veins can resist the temptation of speeding thru the air? The life is the cleanest and healthiest that could be imagined; just the profession for the man who loves the great outdoors. The duties of the present-day automobile chauffeur will be more strenuous than his flying three or four hours every other day.

TRAVEL WITH COMFORTS.

No longer will he be rigged out like an arctic explorer, unnecessarily exposed to a cutting head wind and the roar of the engine. He will recline with ease, in an enclosed cabin which is electricaly lighted and heated throughout; even to taking a hand at cards with the passengers.

In the near and wonderful future of the airplane, an afternoon spirt from New York City to Cuba will be a very common occurrence, or South America a week-end flight.

The faint-hearted public will look upon airplane accidents with sinking hopes. The reasonable public—and naturally, some quality of courage must enter into all good human reasoning—will recognize that to flying there always will be accidents and in its present stage of infancy there will be a greater proportion of accidents than will prove to be the normal. A man who wants a permanent life insurance against death, needs to be an immortal, for on this planet we are only mortals.

A few people always will seek to prolong life by refusing the thrills of living dangerously. They will not be up in the air, nor out on the sea in ships, nor ride horses, not be carried by automobiles. But, thank heaven, they are few. The average man is not a death dodger, but trusts his existence to the usual risks of life. It would be miserable to live otherwise. —Fred Gilman Jopp in Motor Life.

SERVICE GIVEN ON CHEVROLETS

Stations All Over Country Are Co-operating to Afford Owner Maximum Value

"The day has passed when the manufacturer and the dealer thought their responsibility ended with the sale of a car," says L. C. Hains, manager of the Ogden Motor Car company, local dealer in Chevrolet passenger and commercial cars.

"Today the matter of service obtainable for a car is hardly less important than the designing and building of the car itself.

"The true value of an automobile lies in its ability to afford reliable transportation. The owner's time and money depend on such transportation. He wants intelligent cooperation from his dealer in the matter of instruction and care of his car. He wants to be assured that he will find such service wherever he may travel.

"If he buys a car that is popular one that is sold in large numbers all over the country, he is sure to find such service as this every place he goes. All service stations become familiar with cars that are widely used and there is always a dealer who is interested in seeing that the owner gets the results he should from the use of his car.

"Manufacturers who produce automobiles by the hundreds of thousands are not content just to build a car that with proper attention will give dependable service, they also cooperate in seeing that their cars are always running. It is easy for them to duplicate parts used in the car, and these are constantly sent out to keep dealers well supplied so that their cars are not laid up after unavoidable accidents waiting for extra parts from the factory.

"Dealers in cars of this type, that is cars with large sales records, are therefore always in a position to supply owner's wants accurately, promptly and intelligeintly which, of course, means a saving to the customer. It was with that idea in view that we recently doubled our store room for spare parts and now carry one of the largest stocks in the intermountain country."

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Eighty-two per cent of the road traffic over the primary road systems of Iowa is motor driven, according to figures given out by the state highway commission, which has been making observations. The figures were arrived at after observations made at 87 stations in 36 counties of the state and the count is believed to be fairly representative of the entire main highway system of the state.

THINGS TO WORRY ABOUT

The springs on an automobile should be kept well oiled, especially at this time of the year when the car has to travel over rough roads. Oiling makes riding considerably easier and reduces stone cuts on tires as well as saving engine bearings.

Care should be taken when applying anti-skid chains to the tires not to make them too tight. Many owners do this to eliminate the clinking of loose chains against the fender. Tight chains bruises the tires. They should be inspected at frequent intervals and any cross links that have become worn or have developed sharpness should be replaced.

Stand the car on level ground, fifty feet from a vertical surface, such as the side of a building, a fence or the garage door. Mark two crosses on this surface; the horizontal lines of the crosses should be forty-two inches from the ground while the distance between the vertical lines should be equal to the distance between the lamps of your car. Remove the covers or lense of the lamp, train the light on the two marks and focus the lamps by changing the location of the bulbs until you obtain the smallest circle of clear light centered on the crosses. As long as the light circle on the wall shows a black spot in the center your bulb is too far back in the reflector; as long as that circle remains fuzzy, streaked or without sharply defined edges, proper focus has not been obtained. The crosses incidentally enable you to check up the alignment of your lamps. Frequently they are tilted upward or downward or sideways. After focusing, the non-glare or plain lense may be replaced and your lamps are as efficient as they can be with the equipment you carry. But as long as you are anxious to have properly focused lamps the focusing has to be done again when you change or renew lamp bulbs.—Motor Life.

A tool case in which to carry all the small repair equipment such as will curl up over the tools and then wrenches, spark plugs, screw drivers, pliers, files, etc., can be made from an old inner tube which has outlived its usefulness. Cut a length of the tube sufficient to take the outfit, and then, after splitting the rubber lengthwise cut slits along the center in which to slip the tools. The sides of the rubber the whole can be rolled into a neat bundle, which can be held securely in rolled form by using wide rubber bands made by cutting off sections of the tube.

Motor truck operators will find it advantageous to divide the factor of depreciation into two distinct parts. The first is the depreciation in market value of the vehicle due to newer models being placed in service. The second division of depreciation consists in the decrease in efficiency of the vehicle through use. Obviously the former cannot be influenced by the motor truck user, but the latter half of the depreciation charge can be cut down by care and efficient upkeep.

Don't run in ruts, car tracks or against curbing. The side walls of a tire are much thinner than the tread and will not stand this kind of usage.

Castellated nuts have a way of tightening up between notches. If the nut is screwed up to the notch ahead it is too tight, while the notch back is too loose. This trouble can be cured by a careful filing of the face of the nut so that it can be screwed to the notch ahead.

At the same time that you grind in the valves, clean the stems of all foreign matter and make them bright and shiny. You will get better valve action if these parts are kept in good condition. Clamp the head of the valve in a vise between two blocks of wood and wrap a narrow strip of emery cloth around the stem. Pull the strip back and forth, at the same time move it up and down on the stem. A few strokes will thoroughly clean the stem, but you must be careful not to score the metal by pulling the emery cloth too tight. Wipe the head clean of all particles that might fall down on it, before putting the part back in the cylinder.

Clutch spinning is often due to the excessive friction in the spring thrust bearing, though sometimes faulty alignment of the flywheel and clutch cone prevents the engaging surfaces from entirely clearing each other. A bent clutch shaft might also cause this trouble.

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SCHOOLGIRLS SAVE CROP; PEACH FOR A PEACH

(By International News Service.)

HAGERSTOWN, Md.—Alarmed at the statement by County Farm Agent Stanley E. Day that Washington County's peach crop might be lost on account of the farm labor shortage, young women and girls from miles around are rushing into the breach to help gather the crop. These include many high school girls and girls just home from college, who assert their willingness to go into the orchards and assist in picking, packing and shipping the crop.

BILLION SPENT ON CARS IN 1919

Federal Report Puts Automotive Industry as Second Largest in the U. S.

The United States spent $1,670,000,000 during 1919 for passenger automobiles, according to a report just compiled by the United States treasury department. The three largest industries in America today, according to this report, are, first, iron and steel; second, automotive products; third, petroleum. The following figures, compiled by the National Automobile Dealers' association, indicate just how important the automotive industry is in the economic affairs of the nation:

There were 6,803,848 passenger automobiles in use at the close of 1919. The average selling price of passenger automobiles was $1,000. Capital invested in the manufacture of automobiles was $784,680,761. Capital invested in the manufacture and selling of motor cars was $2,000,000,000. The wages paid in one year amount to $1,000,000,000. The number of men employed is 1,000,000.

There are 131 automobile factories in the United States. The total value of repair parts produced in [illegible] was $117,000,000. The number of automobile dealers in the United States is $2,245. There are 36,227 garages in the country. There are 46,643 repair shops. There are 1,587 battery charging stations.

It is estimated that 2,000,000 motor cars will be made this year and sold for $2,000,000,000.

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FELL ON TORPEDOES, MAY DIE FROM INJURY

(By International News Service.)

BELAIR, Md.—Fourth of July torpedoes, which exploded in his pocket when he fell on them, caused injuries which may prove fatal to Town Bailiff George A. Noonan.

Prior to the Fourth young men in the town had been bursting torpedoes about the town streets, much to the annoyance of townfolk and nervous livestock. Bailiff Noonan attempted to stop the noise-making. He captured a supply of the objectionable fireworks. He put the booty in his coat pocket.

In a scuffle with young men, which followed, the officer tripped and fell. The torpedoes in his pocket exploded with great force.